

BEACONS NOT YET LIGHTED

Difficulties Island Light-house Men Must Meet.

There are two "fatherless" light-houses in the Territory of the type shown in the picture herewith. The type is distinctly Hawaiian. The author of the style is Lieut. J. R. Slattery of the United States Army Engineer Corps. The two lights have been erected on land belonging to the United States at Keahele, on the extreme western point of Hawaii county, and at Ka Lae, the extreme southern point of that county.

They are officially known as "beacon lights," which do not require a special appropriation from Congress for their construction, as distinguished from lighthouses which do require special mention in national legislative enactment by items in appropriation bills. The lights, however, which are equipped with French lenses, are about the same strength as the light in the lighthouse at Honolulu harbor, which is officially called a "lantern of the sixth order."

Although these lights have been properly installed in lighthouses constructed for their special accommodation, and are ready for use, and have been for some days, they are not burning. It happens in this way. It is made the duty of the Army Engineer Corps to construct all lighthouses and beacons and install lights. It is also its duty to make all repairs thereto which may be necessary. But it is the duty of the Lighthouse Establishment, of the Department of Commerce and Labor, to take them over from the War Department and provide keepers and supplies in the way of oil, etc. An officer of the navy is always detailed as "Inspector of the Lighthouse District" and he acts for the Department of Commerce and Labor and the lights, when taken over, become what are officially known as "aids to navigation."

NOT YET LIGHTED.

But these two Hawaii county light-houses or "beacons" are not yet "aids to navigation" and nobody knows when they will be classed as such. The difficulty is that the Department of Commerce and Labor, or more specifically, its "Lighthouse Establishment," has no funds with which to pay keepers or provide oil and other supplies. Lighthouses whose lamps are not "kept trimmed and burning" are as useless as those of the foolish virgins of Bible lore. Hence the lighthouse establishment, locally represented by Captain A. P. Niblack, assistant to the Inspector of the twelfth lighthouse district, refused to recognize the new "lights" for the very good reason that they are not yet lights, but merely places where lights ought to be.

This brings out the facts which show the difficulties under which the light-houses have been managed by Uncle Sam since they were taken over from the Hawaiian Government in 1904, at the suggestion of the Delegate to Congress, Prince Kuhio.

It will be remembered that the Lighthouse Board did not know that Hawaii was an integral part of the United States and supposed it to be an insular possession, but upon its being proven to their satisfaction by Mr. Clark that this was part of Uncle Sam's domain, they took over light-houses.

They have since been maintained under the general appropriation which is annually made by Congress for the maintenance of the lighthouse establishment and which is then apportioned in Washington according to the needs and demands of the various lighthouse districts. Although the officials directly in charge of the light-houses, other officials connected with the work state that there has been no increase in the general lighthouse establishment appropriation nor in the appropriation for the construction and repair of lighthouses and the construction of beacons since then for the purpose of specifically providing for the Hawaiian service. And that, therefore, it has been necessary to "squeeze out" from the general appropriation and, of course, from some other district, the funds or allotment of funds with which Hawaii has been supplied with "aids to navigation."

WHERE CREDIT IS DUE.

The result has been that both the navy officer in charge of the lighthouse establishment here and the army engineer charged with construction and repair have been put to their wits ends to do what the service here demanded of them. That they have succeeded so well reflects great credit upon Lieut. Slattery and Capt. Niblack, respectively, as well as upon the national lighthouse board that has made the allotment of appropriations.

When the lighthouse service was taken over, many of the lighthouse keepers had practically no houses in which to live, or else were compelled to travel several miles two or three or four times a day over the worst of roads, or no roads at all, or over lava beds to reach their posts of duty. Little by little this has been changed and by spending a few dollars here and a few more there, conditions have been gradually improved. The character of the service has also been distinctly improved.

For instance, the American lighthouse board found in the so-called lighthouses at Puakaa Point, Hawaii County, Kawaihae, Hawaii County, Maalaea Bay, Maui County; Mahukona, Hawaii County; Nawiliwili, Kauai County, and even in the second or shore range light in Honolulu harbor, common kitchen lamps of about three candle power. One by one, these have been removed and lanterns costing about \$160 apiece, have been substituted.

At Laupahoehoe, Hawaii County, and Kanahoe Point, Maui County, the existing structures were found in an advanced state of decay. The appropriations called for nothing but repairs. Repairs, however, would have been a waste of money. So Lieutenant Slattery took the bull by the horns and

tore down the old buildings and put up new ones and called the work "repairs." It is said that at first the lighthouse board put up a very forcible kick at this sort of "repair" work. They based their objections on two grounds. First, that it was "construction" and not "repair" work that was being done and, second, on the ground that the property upon which the light-houses stood did not in all cases belong to the United States government.

Thereupon long correspondence ensued and finally the lighthouse board notified Lieut. Slattery to "assume that the United States owns the land" and they also stretched the point about the ordinary definition of the word "repair" for the sake of getting something done where the need was so very urgent.

SLATTERY'S BEACONS.

It was in doing this work that Lieutenant Slattery thought out the scheme of constructing "beacons" instead of lighthouses and finally the Lighthouse Board said it would approve the construction of the Slattery type of "beacons." The two first mentioned are the fourth and fifth to be so constructed. The other three are at Laupahoehoe, Kanahoe and Midway. One more will be constructed, in April, at Kalaupapa, Maui county. The last four are new ones located where there never have been lighthouses before. And, as stated, they must be called "beacons" although doing lighthouse service, on account of the strict construction which the auditors of the national government place upon the federal appropriation laws.

The Laupahoehoe light was the first to be built and the Lighthouse Board did not like the type, as the light came up out of the roof of the house below. Then the type above was sent on to Washington from Hawaii and duly approved. As will be seen by glancing at the diagram, the light or lantern is raised to the top of a pole thirty-five feet in height. By an ingenious device, the lantern goes above the top of the pole so that there is absolutely nothing to obstruct the light shed by the lantern in any direction. In the morning, the light is lowered, as shown in section or second diagram, and rests upon a car. Being then unfastened from the pole, it runs on a little track into the house where it is cleaned and kept all day free from exposure to the weather.

This feature alone will make the light last nearly twice as long as it otherwise would. In the house is stored the supplies and also there is room for the keeper to sleep. It will be noticed that both the foundations of the house and the pole are deeply

bedded in concrete so as to make everything perfectly solid. These lights can be seen for eight or nine miles and are entirely sufficient as guides to coasting vessels, and the type has now been pronounced entirely satisfactory by the Lighthouse Board at Washington.

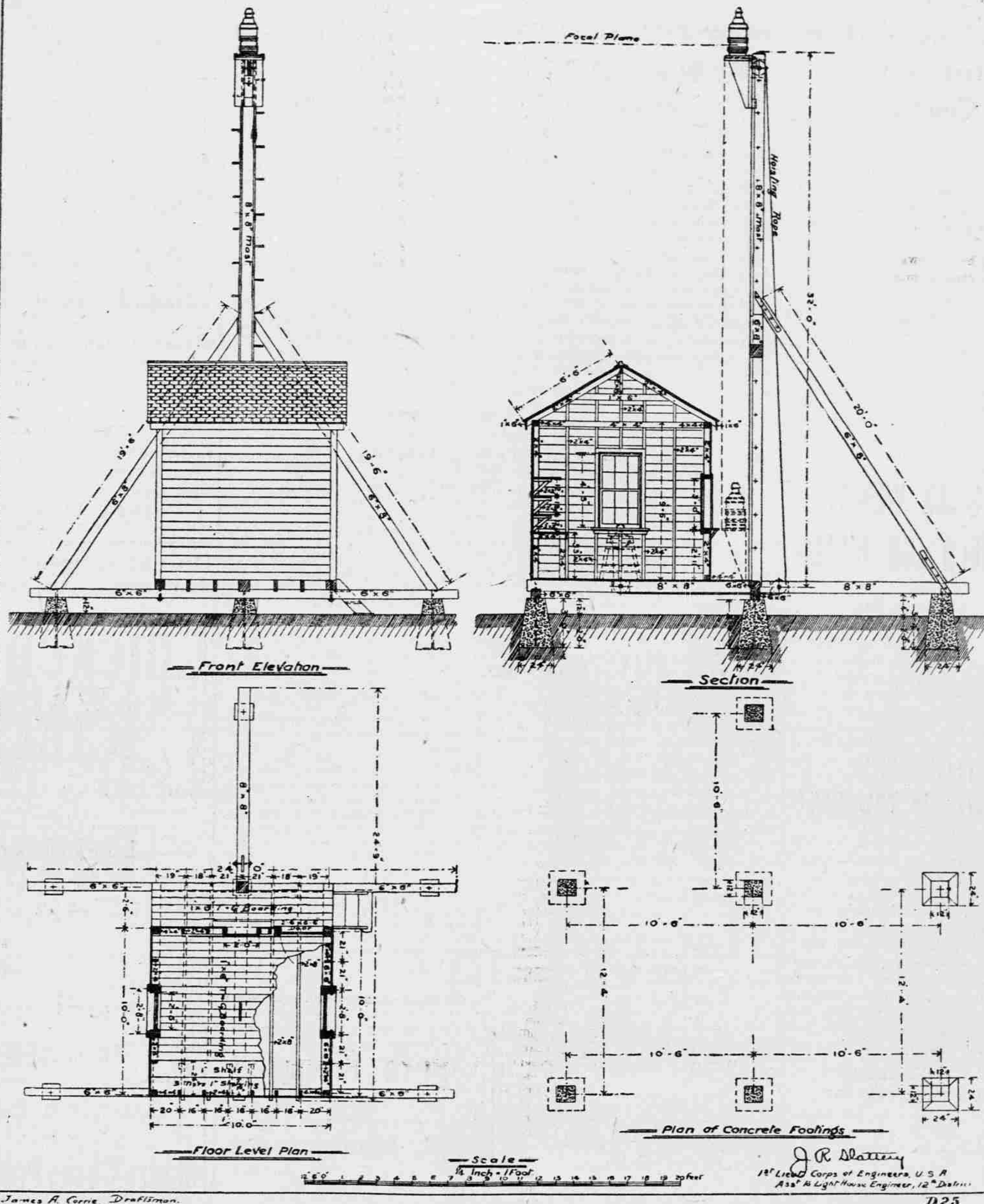
Of course, for Makapuu point and Honolulu itself very expensive and powerful lights are proposed to be established which can be seen for eighteen to twenty miles at sea, for that is where the ships and steamers coming from over-sea ports need the lighthouse system, and it is highly requisite that the first light that is picked up by a vessel be seen at as long a distance from land as is possible. The "Hawaiian Island type" as the Slattery type is known in Washington, costs about \$400 and therefore comes within the "beacon" limit, for anything that costs over \$500 is styled a lighthouse.

At Lahaina, Maui county, were also common kitchen lamps doing duty as lighthouse lanterns. White, green and red glass was used to show to the way-faring mariner the position of the entrance to the reef. This has been done away with and an inexpensive but much improved tower has been built and a modern French lens lantern installed.

Diamond Head light, the crack light of the Republic of Hawaii, has been changed also. The change there, however, consisted in removing the Washington lights installed there and substituting the regular lighthouse pattern, as more reliable for lighthouse purposes.

At Pepeekeo and Kohala, both Hawaii county, there had been French lens lanterns installed by the Hawaiian government, but the American government did not use that particular style and they had to be replaced by the regular style, principally on account of the difference in the wicks. Every lighthouse taken over by Uncle Sam has been changed in some way and all without special appropriations. It is now up to Congress to see that the appropriations are made sufficient to carry out the recommendations of the local federal officials along those lines.

In addition to the big lighthouse wanted for Makapuu point supplied with a light of the first order at a cost of \$60,000, a \$30,000 lighthouse in Honolulu harbor and a \$10,000 land or second range light on shore in Honolulu, money is needed for replacing the Pepeekeo and Nawiliwili lights (the Pepeekeo being particularly important) and for supplying the two new Hawaii county and the new Leper Settlement light with keepers and supplies.



TYPE OF BEACONS TO AID INTER-ISLAND NAVIGATION.

MARINE

Three United States ships came into port yesterday and one went out. Uncle Sam had the center of the field in great shape. The naval auxiliary Saturn came in from Midway at half past twelve, followed an hour later by the revenue cutter Daniel Manning from Hawaii ports. An hour after that the transport Thomas came from San Francisco and docked at the naval wharf. A little over an hour later, the government tug Iroquois sailed for Pearl Harbor to do the sounding work required in Pearl Harbor locks by the heavy sugar operations of the plantations in that vicinity.

The Manning has been to Kealakekua, Maalaea Bay, Lahaina, Kaanapali, Mahukona, Honolulu and other Hamakua ports. She did not go to Hilo this time. Captain Roberts reports that there was nothing of interest in the trip. No smugglers were apprehended and no shipwrecked mariners were picked up, but these cruises will be taken by the revenue cutter every month from now on. Next time, she will probably go to Hilo.

The Saturn brought back Dr. Tyree and Lieut. Bigelow of the Marine corps and twenty marines on guard at Midway, replacing them with officers and soldiers taken out in the Saturn from here. The men brought back will be sent on to San Francisco by some transport in due time.

The Saturn also brought back Engineer Whaley of the Cable company, taking out Mr. Evans of that company to relieve him. Cable operator Butler was also brought back, being replaced by a man taken out in the Saturn.

The Saturn was off Midway Islands for about four days and had quite a time getting her supplies for the navy station and the cable company landed, as the sea was too high. There is merely a 100-foot channel in the surrounding coral reef and it takes very little sea to make it dangerous to land as there are rocks on both sides only twelve feet below the surface of the water.

Captain Niblack has installed a buoy in the harbor and the Iroquois can enter and anchor to the buoy, but most vessels can not. Even then there is not much depth to the channel and it is dangerous if the sea is high.

The Saturn will coal today and after

taking on her 350 tons, estimated to be sufficient to take her to San Diego and to Magdalena Bay, Mexico, and return to San Diego, she will sail under orders received here for San Diego, the rendezvous of the Pacific squadron. She expects to get away on Monday.

The Pacific squadron, after a rendezvous at San Diego will probably proceed to Magdalena Bay, which is a particularly smooth body of water of sufficient size and depth to permit free maneuvering of the ships and at the same time not so deep but that the targets can be anchored for practice. Although the bay is Mexican property, the United States has a concession permitting its use for this purpose.

The Saturn has 2000 tons of coal in her hold, but that is for the use of the fleet and she will therefore replenish her bunkers here, as the coal will be needed by the fleet on her arrival on the Pacific coast.

The transport Thomas brought a light passenger list both as to cabin and troop accommodations. She has 256 men of the fourth Cavalry, 79 members of the marine corps and nine casuals. She has 4500 tons of freight, almost all of which is for Manila.

Colonel Scott, in command of the 4th Cavalry, has been recently promoted from a Lieutenant Colonel of the 15th Infantry. The transport will sail at 5 o'clock today for Manila via Guam. She brought fifty sacks of mail for Honolulu.

SHIPPING NOTES.

The Olympic expects to go to Kaanapali today to load the rest of her cargo. The Nihau, Ke Au Hou, Helene, Kinanau and Likilike are all expected to arrive today.

Upon the arrival of the Siberia at San Francisco the vessel was to have been turned over to the command of Captain Adrian Zeeder.

OSAKA, Japan, Jan. 4.—The bark Alden Besse, formerly sailing from San Francisco, but now owned in Japan, and which sailed from Anacortes on October 28th for this port, has arrived with her cargo on fire.

The Texan leaves the sound on the 25th direct for Honolulu. The Nevada will not be able to leave on the second of February as scheduled. That will be cut out and the Nebraska will leave San Francisco on the 18th of February for Honolulu direct.

The Alaskan has loaded 200 tons of sugar and has discharged almost all of her Honolulu freight. This morning she will move down to the usual berth where the sugar chutes are located. Of her 11,000 tons, 4400 will be taken on here, 1000 at Kahului and the rest at Hilo.

BY AUTHORITY.

PUBLIC LANDS NOTICE.

Notice is hereby given that at 12 o'clock noon, Saturday, February 3, 1906, there will be sold at Public Auction under the provisions of Part 4, Section 17, Land Act 1895, at the front entrance to the Judiciary Building, Honolulu, that certain portion of Public Land situated in Hamakua, Island of Maui, and known as

"OLINDA."

These premises contain about 70.5 acres of land, mostly pastoral, together with certain residence and out-buildings, adjoining road to summit of Haleakala, and at an elevation of about 4000 feet above sea.

Upset price \$2800.

Terms: Cash United States gold coin.

For plan and further particulars, apply at Department of Public Lands, Judiciary Building, Honolulu.

JAS. W. PRATT,

Commissioner of Public Lands.

Honolulu, January 3, 1906.

7303—Jan. 4, 6, 13, 20, 27.

ANNUAL MEETING.

HENRY WATERHOUSE TRUST CO., LTD.

The annual meeting of the stockholders of the Henry Waterhouse Trust Co., Ltd., will be held at the office of the company on Thursday, January 18, 1906, at 9 a. m.

ALEX. GARVIE,

Secretary.

7311—Jan. 14, 16, 18.

QUARTERLY MEETING.

C. BREWER & CO., LTD.

The regular quarterly meeting of the stockholders of C. Brewer & Company, Limited, will be held at the office of the company in Honolulu, on Saturday, January 13, 1906, at 10 o'clock a. m.

Dated, Honolulu, T. H., January 6, 1906.

E. F. BISHOP,

Secretary.

7305

DIVIDEND NOTICE.

CALIFORNIA SAFE DEPOSIT AND TRUST COMPANY.

Corner California and Montgomery Streets, San Francisco.

For the six months ending December 31, 1905, dividends have been declared on the deposits in the savings department of this company as follows: On term deposits at the rate of 3 1/2 per cent. per annum, and on ordinary deposits at the rate of 3 1/2 per cent. per annum, free of taxes, and payable on and after Tuesday, January 2, 1906.

J. DALZELL BROWN,

Manager.

7304

DIVIDEND NOTICE.

GERMAN SAVINGS AND LOAN SOCIETY.

526 California St., San Francisco. For the half year ending December 31, 1905, a dividend has been declared at the rate of three and six-tenths (3 6/10) per cent per annum on all deposits, free of taxes, payable on and after Tuesday, January 2, 1906.

GEORGE TOURNAY,

Secretary.

7304

ELECTION OF OFFICERS.

JAPANESE RICE MILL CO., LTD.

Notice is hereby given that at the annual meeting of the Japanese Rice Mill Co., Ltd., held in this city on January 5, 1906, the following named gentlemen were elected to serve as officers and directors of the company for the ensuing year:

S. Kojima, President; W. Motoshige, Vice-President; Y. Takakuwa, Secretary; K. Odo, Treasurer; D. Yonekura, Auditor; T. Murakami, Director; M. Kawahara, Director; K. Yamamoto, Director; T. Sumida, Director; H. Tanaka, Director.

Y. TAKAKUWA,

Secretary, Japanese Rice Mill Co., Ltd.

7303

NOTICE

We take this method of notifying the public that all accounts due us which are not settled within sixty days from date will be placed in the hands of an attorney for collection.

(Signed) THE PORTER FURNITURE CO.

K. B. PORTER.

Honolulu, January 2, 1906. 153

NOTICE.

During my absence from the Territory, Mr. L. C. Ables will act for me under full Power of Attorney.

(Signed) K. B. PORTER.

Honolulu, January 5, 1906. 7305

MEETING NOTICE.

PACIFIC HARDWARE CO., LTD.

The adjourned annual and quarterly meetings of the Pacific Hardware Co., Ltd., will be held at the office of the B. F. Dillingham Co., Ltd., on Wednesday, January 17, 1906, at 10 o'clock a. m.

JAS. GORDON SPENCER,

Secretary.

7308

ANNUAL MEETING.

Y. W. C. A.

The annual meeting of the Young Women's Christian Association will be held at Englewood, on Thursday evening, January 18, 1906, at 7:45 p. m. Members and all those interested in the work of the Association are invited to be present.

7310